

AGENDA

Commuter Rail Committee Meeting

March 20, 2008

10:00 a.m.

Location

Lake Arrowhead Resort
Pine Cone Room
27984 Highway 189
Lake Arrowhead, CA 92352

Commuter Rail Committee Membership

Chair

Mayor Pro Tem Patricia Gilbreath
City of Redlands

Mayor Robert Christman
City of Loma Linda

Council Member Bea Cortes-Moore
City of Grand Terrace

Mayor Paul Eaton
City of Montclair

Mayor Kelly Chastain
City of Colton

Mayor Patrick Morris
City of San Bernardino

Mayor Paul Leon
City of Ontario

Mayor Pro Tem Diane Williams
City of Rancho Cucamonga

Council Member Larry McCallon
City of Highland

San Bernardino Associated Governments (SANBAG) is a council of governments formed in 1973 by joint powers agreement of the cities and the County of San Bernardino. SANBAG is governed by a Board of Directors consisting of a mayor or designated council member from each of the twenty-four cities in San Bernardino County and the five members of the San Bernardino County Board of Supervisors.

In addition to SANBAG, the composition of the SANBAG Board of Directors also serves as the governing board for several separate legal entities listed below:

***The San Bernardino County Transportation Commission**, which is responsible for short and long range transportation planning within San Bernardino County, including coordination and approval of all public mass transit service, approval of all capital development projects for public transit and highway projects, and determination of staging and scheduling of construction relative to all transportation improvement projects in the Transportation Improvement Program.*

***The San Bernardino County Transportation Authority**, which is responsible for administration of the voter-approved half-cent transportation transactions and use tax levied in the County of San Bernardino.*

***The Service Authority for Freeway Emergencies**, which is responsible for the administration and operation of a motorist aid system of call boxes on State freeways and highways within San Bernardino County.*

***The Congestion Management Agency**, which analyzes the performance level of the regional transportation system in a manner which ensures consideration of the impacts from new development and promotes air quality through implementation of strategies in the adopted air quality plans.*

*As a **Subregional Planning Agency**, SANBAG represents the San Bernardino County subregion and assists the Southern California Association of Governments in carrying out its functions as the metropolitan planning organization. SANBAG performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.*

Items which appear on the monthly Board of Directors agenda are subjects of one or more of the listed legal authorities. For ease of understanding and timeliness, the agenda items for all of these entities are consolidated on one agenda. Documents contained in the agenda package are clearly marked with the appropriate legal entity.

Meeting Procedures and Rules of Conduct

Meeting Procedures

The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

Accessibility

The SANBAG meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk's telephone number is (909) 884-8276 and office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Agendas – All agendas are posted at 1170 W. 3rd Street, 2nd Floor, San Bernardino at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed at the SANBAG offices located at 1170 W. 3rd Street, 2nd Floor, San Bernardino and our website: www.sanbag.ca.gov.

Agenda Actions – Items listed on both the "Consent Calendar" and "Items for Discussion" contain suggested actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors.

Closed Session Agenda Items – Consideration of closed session items *excludes* members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a "Request to Speak" form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

Agenda Times – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

Public Comment – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board's authority. *Matters raised under "Public Comment" may not be acted upon at that meeting. "Public Testimony on any Item" still apply.*

Disruptive Conduct – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive conduct includes addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, or otherwise preventing the Board from conducting its meeting in an orderly manner. *Please be aware that a NO SMOKING policy has been established for meetings. Your cooperation is appreciated!*

**SANBAG General Practices for Conducting Meetings
of
Board of Directors and Policy Committees**

Basic Agenda Item Discussion.

- The Chair announces the agenda item number and states the subject.
- The Chair calls upon the appropriate staff member or Board Member to report on the item.
- The Chair asks members of the Board/Committee if they have any questions or comments on the item. General discussion ensues.
- The Chair calls for public comment based on “Request to Speak” forms which may be submitted.
- Following public comment, the Chair announces that public comment is closed and asks if there is any further discussion by members of the Board/Committee.
- The Chair calls for a motion from members of the Board/Committee.
- Upon a motion, the Chair announces the name of the member who makes the motion. Motions require a second by a member of the Board/Committee. Upon a second, the Chair announces the name of the Member who made the second, and the vote is taken.

The Vote as specified in the SANBAG Bylaws.

- Each member of the Board of Directors shall have one vote. In the absence of the official representative, the alternate shall be entitled to vote. (Board of Directors only.)
- Voting may be either by voice or roll call vote. A roll call vote shall be conducted upon the demand of five official representatives present, or at the discretion of the presiding officer.

Amendment or Substitute Motion.

- Occasionally a Board Member offers a substitute motion before the vote on a previous motion. In instances where there is a motion and a second, the maker of the original motion is asked if he would like to amend his motion to include the substitution or withdraw the motion on the floor. If the maker of the original motion does not want to amend or withdraw, the substitute motion is not addressed until after a vote on the first motion.
- Occasionally, a motion dies for lack of a second.

Call for the Question.

- At times, a member of the Board/Committee may “Call for the Question.”
- Upon a “Call for the Question,” the Chair may order that the debate stop or may allow for limited further comment to provide clarity on the proceedings.
- Alternatively and at the Chair’s discretion, the Chair may call for a vote of the Board/Committee to determine whether or not debate is stopped.
- The Chair re-states the motion before the Board/Committee and calls for the vote on the item.

The Chair.

- At all times, meetings are conducted in accordance with the Chair’s direction.
- These general practices provide guidelines for orderly conduct.
- From time-to-time circumstances require deviation from general practice.
- Deviation from general practice is at the discretion of the Board/Committee Chair.

Courtesy and Decorum.

- These general practices provide for business of the Board/Committee to be conducted efficiently, fairly and with full participation.
- It is the responsibility of the Chair and Members to maintain common courtesy and decorum.

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- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
 ■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies
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Minute Action

AGENDA ITEM: 1

Date: March 20, 2008

Subject: Information Relative to Possible Conflict of Interest

Recommendation*: Note agenda items and contractors/subcontractors which may require member abstentions due to possible conflicts of interest.

Background: In accordance with California Government Code 84308, members of the Board may not participate in any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Contractor/Agents	Subcontractors
N/A	N/A	N/A	N/A

Financial Impact: This item has no direct impact on the budget.

Reviewed By: This item is prepared monthly for review by the Board of Directors and Policy Committee members.

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Approved
Commuter Rail Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

COMMUTER RAIL POLICY COMMITTEE ATTENDANCE RECORD – 2008

Commuter Rail Policy Committee Meetings are held on odd months

Name	Jan**	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Pat Gilbreath City of Redlands												
Bea Cortes-Moore City of Grand Terrace (Appointed May 2007)												
Kelly Chastain City of Colton (Appointed February 2007)												
Robert Christman City of Loma Linda												
Paul Eaton City of Montclair												
Paul Leon City of Ontario (Appointed April 2007)												
Larry McCallon City of Highland (Appointed June 2007)												
Patrick Morris City of San Bernardino (Appointed May 2006)												
Diane Williams City of Rancho Cucamonga												

**Commuter Rail Committee Did Not Meet

X = Member attended meeting.

* = Alternate member attended meeting.

Empty box = Member did not attend meeting.

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1 of 1

COMMUTER RAIL POLICY COMMITTEE ATTENDANCE RECORD – 2007

Commuter Rail Policy Committee Meetings are held on odd months

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Pat Gilbreath City of Redlands	X		X		X		X		X			
Bea Cortes City of Grand Terrace (Appointed May 2007)	X		X		X		X		X			
Kelly Chastain City of Colton (Appointed February 2007)	X				X		X					
Robert Christman City of Loma Linda	X		X		X		X		X			
Paul Eaton City of Montclair			X		X		X		X			
Paul Leon City of Ontario (Appointed April 2007)	X		X		X		X		X			
Larry McCallon City of Highland (Appointed June 2007)	X		X		X		X		X			
Patrick Morris City of San Bernardino (Appointed May 2006)	X		X		X		X					
Diane Williams City of Rancho Cucamonga	X		X		X		X		X			

X = Member attended meeting.

* = Alternate member attended meeting.

Empty box = Member did not attend meeting

Crossed out box = Not a member at the time.

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 3

Date: March 20, 2008

Subject: Gold Line Phase II Extension to the Los Angeles/Ontario International Airport Strategic Planning Study Status Report

Recommendation:* Receive information.

Background: In October 2007 the Board approved an amendment to the contract with the Los Angeles to Pasadena Metro Blue Line Construction Authority, also known as the Metro Gold Line Foothill Construction Authority, to provide funding for a strategic planning effort exploring alternatives of extending the Metro Gold Line from Montclair to the L.A./Ontario International Airport. The Southern California Association of Governments (SCAG) is also providing financial assistance to the study.

The Metro Gold Line Foothill Construction Authority, with the assistance of SANBAG and SCAG, developed and issued a Request for Proposals to conduct the study. The firm of KOA with subconsultants STV Inc., JL Patterson & Associates, Inc., Consensus Planning Group, Inc., and Cityworks Design, was selected to perform the study.

The Construction Authority also established both a Technical and Policy Advisory Committee to oversee the work performed. While representation on the technical committee has been broad, with representatives from SANBAG, SCAG, LA Metro, SCRRA, the cities of Chino, Montclair, Ontario, Upland, and Rancho Cucamonga, Supervisor's Biane and Ovitt Offices, and the Los Angeles World

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Approved
Commuter Rail Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

Airports attending, the representation by elected officials on the policy committee has not been as broad, with Mayors Paul Leon and Paul Eaton attending.

Within the scope of work was an early public involvement process to consider the very preliminary alternative alignments to be considered (see attached). These alternatives were developed and reviewed by the staff of the four possible corridor cities, the study technical and policy committees prior to being presented to the public. The Construction Authority scheduled three Open Houses for the public to attend. They were held in Upland on February 28th, Ontario on March 5th and Rancho Cucamonga on March 6th.

Staff from the Construction Authority and the consulting firm will provide the Committee with an overview of the study, the preliminary alternative alignments being considered, and the early results from the public meetings.

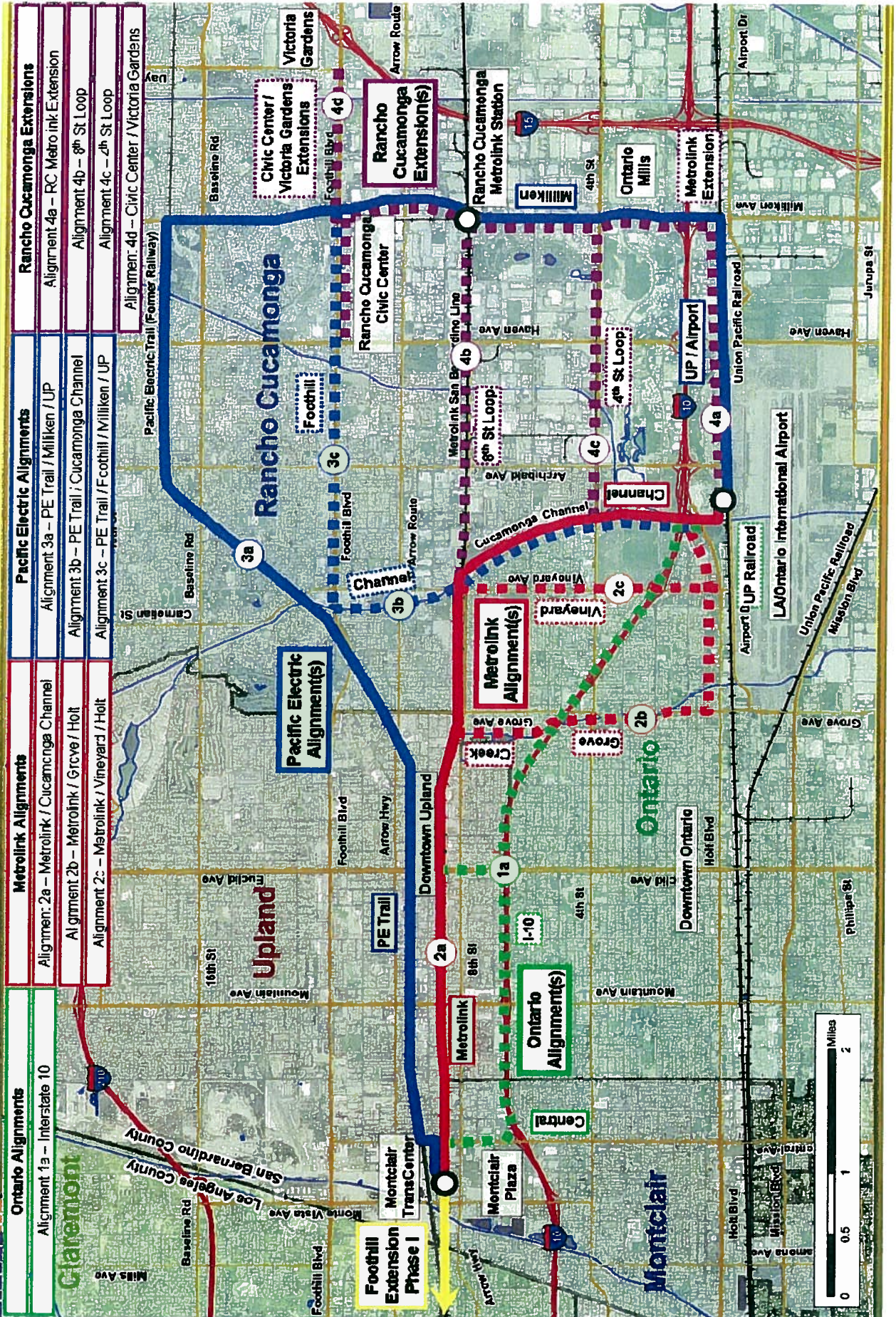
Financial Impact: This item is consistent with the adopted budget. Funding for this study is included in Task 38108000 – Gold Line Phase II. The funding source is LTF Planning.

Reviewed By: This item will be reviewed by the Commuter Rail Committee on March 20, 2008.

Responsible Staff: Michael Bair, Director of Transit and Rail Programs

METRO GOLD LINE FOOTHILL EXTENSION PHASE II TO LA / ONTARIO INTERNATIONAL AIRPORT

STRATEGIC PLANNING STUDY



- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 4

Date: March 20, 2008

Subject: Additional Funding for the Montclair Metrolink Station Pedestrian Undercrossing

Recommendation:* Approve Amendment to Budget Task 37908000 – Commuter Rail Capital Expense, increasing the Budget Authority by \$380,000 for a new total of \$5,644,303 as identified in the Financial Impact Section.

Background: The Southern California Regional Rail Authority awarded a Contract and issued a Notice to Proceed to construct a pedestrian undercrossing at the Montclair Metrolink Station in March 2007. The construction of the undercrossing was a condition of the California Public Utilities Commission's approval of a temporary at-grade pedestrian crossing when the second platform was constructed at the station. The undercrossing project design period was extended due in order to consider how the extension of the Metro Gold Line would be accommodated in the future.

The construction of the undercrossing is nearing completion, but additional costs have been incurred principally due to extensive electrical and communications utility relocation issues. The revised budget for the project is now nearly \$4,924,000 and requires an additional \$380,000. The additional funding is available from the unrestricted balance of the State Transit Assistance Fund.

Financial Impact: This item is not consistent with the adopted budget. An amendment to Task 37908000 is required, increasing the new budget authority by \$380,000 for a total

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Approved
Commuter Rail Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

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March 20, 2008
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of \$5,644,303. The additional \$380,000 will be allocated from the unrestricted balance of State Transit Assistance Funds.

Reviewed By: This item will be reviewed by the Commuter Rail Committee on March 20, 2008.

Responsible Staff: Michael Bair, Director of Transit and Rail Programs

Minute Action

AGENDA ITEM: 5

Date: March 20, 2008

Subject: Proposition 1B Public Transit Modernization, Improvement and Service Enhancement Account (PTMISEA) Funding for the Purchase of Three (3) Commuter Rail Cars

Recommendation:* 1. Approve Amendment to Budget Task 37908000 – Commuter Rail Capital Expense, increasing the Budget Authority by \$5,500,000 for a new total of \$11,144,303 as identified in the Financial Impact Section.

2. Authorize the Executive Director to execute Memorandum of Understanding (C08162) with the Southern California Regional Rail Authority (SCRRA) for the payment of \$5,500,000 to purchase three commuter rail cars.

Background: In December 2007 the Board approved the allocation of PTMISEA GC 8879.55(a)(2) – Population Funds totaling nearly \$16 million to ten transit capital projects. One of the allocations was for \$5,500,000 to the Southern California Regional Rail Authority (SCRRA) for the purchase of three additional commuter rail cars.

At the time of the Board action, it was thought that SCRRA would be the direct recipient and that SANBAG would be a co-sponsor for the project as we are for the other nine projects. The State has determined that in this particular case SANBAG must be the recipient. Therefore, an amendment to the Budget Task 37908000 – Commuter Rail Capital Expenses is required.

Approved
Commuter Rail Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

Under the adopted guidelines for the Proposition 1B PTMISEA, the recipient of these funds are required to submit progress reports, fiscal and compliance audits and a follow-up report once the project is complete. The purpose of the attached Memorandum of Understanding (MOU) is to identify the roles and responsibilities of SANBAG and SCRRA with respect to the receipt of the PTMISEA funds.

Financial Impact: With the Board's approval of the previous item, increasing this task budget for additional funding for the Montclair Metrolink Station Pedestrian Undercrossing project, this amendment will increase the Task Budget Authority by \$5,500,000 for a new total of \$11,144,303. The funding source for this amendment is Proposition 1B PTMISEA – Population Funds.

Reviewed By: This item will be reviewed by the Commuter Rail Committee on March 20, 2008. The MOU has been submitted to legal counsel for review and approved as to form.

Responsible Staff: Michael Bair, Director of Transit and Rail Programs

SANBAG Contract No. C08162

by and between

San Bernardino Associated Governments

and

Southern California Regional Rail Authority

for

the receipt of Proposition 1B PTMISEA Funds

FOR ACCOUNTING PURPOSES ONLY

<input checked="" type="checkbox"/> Payable <input type="checkbox"/> Receivable	Vendor Contract # _____ Vendor ID _____	Retention: <input type="checkbox"/> Yes _____ % <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Original <input type="checkbox"/> Amendment
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Notes: Initial receipt of funds are for the purchase of three expansion commuter rail cars.

Original Contract:	\$ <u>5,500,000</u>	Previous Amendments Total:	\$ _____
Contingency Amount:	\$ _____	Previous Amendments Contingency Total:	\$ _____
		Current Amendment:	\$ _____
		Current Amendment Contingency:	\$ _____
Contract TOTAL →			\$ <u>5,500,000</u>

↓ Please include funding allocation for the original contract or the amendment.

<u>Task</u>	<u>Cost Code</u>	<u>Funding Sources</u>	<u>Grant ID</u>	<u>Amounts</u>
<u>37908000</u>	<u>5011</u>	<u>PTMISEA</u>	_____	\$ <u>1,375,000</u>
<u>37909000</u>	<u>5011</u>	<u>PTMISEA</u>	_____	\$ <u>2,750,000</u>
<u>37910000</u>	<u>5011</u>	<u>PTMISEA</u>	_____	\$ <u>1,375,000</u>

Original Board Approved Contract Date: 5/2/08 Contract Start: 5/2/08 Contract End: Open

New Amend. Approval (Board) Date: _____ Amend. Start: _____ Amend. End: _____

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:

Approved Budget Authority →	Fiscal Year: <u>2007/2008</u> \$ <u>1,375,000</u>	Future Fiscal Year(s) – Unbudgeted Obligation →	\$ <u>4,125,000</u>
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Is this consistent with the adopted budget? ☐ Yes ☒ NoIf no, has the budget amendment been submitted? ☒ Yes ☐ No**CONTRACT MANAGEMENT****Please mark an "X" next to all that apply:**☒ Intergovernmental ☐ Private ☒ Non-Local ☐ Local ☐ Partly LocalDisadvantaged Business Enterprise: ☒ No ☐ Yes _____ %Task Manager: **Michael Bair**Contract Manager: **Michael Bair**

Task Manager Signature

Date

Contract Manager Signature

Date

Chief Financial Officer Signature

Date

C08162-mab
35208000

MEMORANDUM OF UNDERSTANDING
BETWEEN THE
SAN BERNARDINO ASSOCIATED GOVERNMENTS
AND
THE SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
SANBAG AGREEMENT C08162

This Memorandum of Understanding (MOU) is entered into this 2nd day of April, 2008, by and between the San Bernardino Associated Governments, a joint powers authority, hereinafter referred to as "SANBAG", and the Southern California Regional Rail Authority, a joint powers authority, hereinafter referred to as "SCRRA" for the purpose of defining the roles and responsibilities of the two parties with respect to the receipt of Proposition 1B Public Transportation, Modernization, Improvement, and Service Enhancement Account (PTMISEA) funds allocated to SANBAG pursuant to Government Code 8879.55(a)(2), hereinafter referred to as "PTMISEA Population Funds".

RECITALS

WHEREAS, SCRRA is an independent joint powers authority created and existing pursuant to California Public Utilities Code Section 130255 and California Government Code Sections 6500 et seq. and;

WHEREAS, SANBAG is a member agency of SCRRA, and both wish to work as partners in accommodating the expected growth of ridership on the San Bernardino Line; and

WHEREAS, SCRRA has currently on order 107 rail cars, which are to be built by ROTEM and the first rail cars are scheduled for delivery in early 2009; and

WHEREAS, in the contract between SCRRA and Rotem. SCRRA has the right to exercise Option 3 for up to ten (10) rail cars; and

WHEREAS, SANBAG is interested in procuring under this contract, three (3) railcars to delivered by June 2010 for use along the San Bernardino Line to accommodate expected growth of ridership; and

WHEREAS, on January 24, 2008, SANBAG applied for PTMISEA Population Funds in the amount of \$5,500,000 to purchase these three (3) railcars to be used to increase the lengths of trains on the San Bernardino Line; and

WHEREAS, the PTMISEA Population Funds applied for by SANBAG were approved by Caltrans on February 22, 2008, and would be sent directly to SANBAG; and

WHEREAS, SANBAG and SCRRA hereby agree that certain administrative and financial functions will be necessary in order for the PTMISEA Population Funds allocated to SANBAG to be used for capital projects to be completed by SCRRA.

NOW, THEREFORE, it is mutually understood and agreed by SCRRA and SANBAG as follows:

ARTICLE A. RESPONSIBILITIES OF SCRRA

1. SCRRA:

- a. SCRRA shall assist SANBAG in determining eligible capital projects and the amount of PTMISEA Population Funds allocated to SANBAG required for each eligible SCRRA project and the project application(s). For the Fiscal Year 2007/2008, the Project as defined and contained in Attachment A, is selected for funding.
- b. SCRRA shall notify SANBAG of the date when funding for the Project provided for under this MOU is encumbered by exercising Option 3 with ROTEM for three (3) rail cars.
- c. SCRRA shall prepare and submit an annual invoice to SANBAG for the PTMISEA Population Funds as identified in the Project Drawdown Schedule in Attachment A. Each invoice shall include a description of the Project phase to be completed during the year in which the funds are received.
- d. SCRRA shall prepare six-month Project Status Reports during the term of the Project as identified in Attachment A. A draft Project Status Report shall be due to SANBAG ten (10) working days before the submittal date in Attachment A. Within seven (7) working days after the submittal of the Draft Project Status Report and after receiving any comments from SANBAG, SCRRA shall submit to SANBAG a six-month Final Project Status Report.

e. SCRRA shall, after the receipt of any portion of the PTMISEA Population Funds made available from SANBAG and through the completion of the Project, include any required fiscal and compliance audit requirements in the annual independent audit of SCRRA. SCRRA shall provide a copy of said fiscal and compliance audit to SANBAG within 180 days after the end of the fiscal year. SANBAG may grant an extension of up to 90 days if deemed necessary.

f. SCRRA shall, upon completion of the Project, prepare and submit a draft Project Follow-up Report to SANBAG fifteen (15) working days prior to the submittal timeframe identified in Attachment A. Within ten (10) working days after the submittal of the draft Follow-up Report and after receiving any comments from SANBAG, SCRRA shall submit to SANBAG a Final Follow-up Report.

ARTICLE B. RESPONSIBILITIES OF SANBAG

2. SANBAG:

a. SANBAG shall submit applications to the State Department of Transportation (Caltrans) in accordance with the schedule developed by Caltrans for the PTMISEA Population Funds for mutually agreed upon eligible capital projects.

b. SANBAG shall notify Caltrans when the funds made available for the Project have been encumbered.

c. SANBAG shall, within thirty (30) days from the receipt of the SCRRA annual invoice for Project, issue payment of the full invoice amount to SCRRA.

d. SANBAG shall, within five (5) working days of receipt of each six-month Draft Project Status Report, provide to SCRRA any comments on the draft report. Upon receipt of each six-month Final Project Status Report, SANBAG shall submit each report to Caltrans pursuant to the schedule in Attachment A.

e. SANBAG shall include the receipt and disbursement of the PTMISEA Population Funds made available to SCRRA in its annual independent fiscal and compliance audit up to and including the fiscal year in which the last payment for the Project is made. SANBAG shall also submit said audit to Caltrans.

f. SANBAG shall provide comments to SCRRA on the Draft Project Follow-up Report within ten (10) working days of receipt. Upon receipt of the Final Project Follow-up

Report, SANBAG shall submit such report to Caltrans pursuant to the schedule in Attachment A.

ARTICLE C. ADDITIONAL PROVISIONS:

3. The SANBAG and SCRRA agree to the following mutual responsibilities:

- a. Term of MOU - This MOU shall be effective upon execution by both parties. This MOU shall remain in effect until terminated by mutual written consent of both parties. The term of this MOU may only be extended upon mutual written agreement by both Parties.
- b. Legal Authority - SANBAG and SCRRA hereto warrant that they are duly authorized to execute this MOU on behalf of said Parties and that, by so executing this MOU, the parties hereto are formally bound to the provisions of this MOU.
- c. Notices - Any notices, requests, or demands made between the parties pursuant to this MOU are to be directed as follows:

To SCRRA:

Southern California Regional Rail Authority
700 S. Flower Street, Suite 2600
Los Angeles, CA 90017-4101
Attention: Joanna Capelle
Position: Manager, Grants & Strategic Dev.
Phone No.: 213-452-0209

To SANBAG:

San Bernardino Associated Governments
1170 W. Third St., 2nd Floor
San Bernardino, CA 92401-1715
Attention: Mike Bair
Position: Director, Transit and Rail Programs
Phone No.: 909-884-8276

- d. Severability - If any term, provision, covenant, or condition of this MOU is held to be invalid, void, or otherwise unenforceable, to any extent, by any court of competent jurisdiction, the remainder of this MOU shall not be affected thereby, and each term, provision, covenant or condition of this MOU shall be valid and enforceable to the fullest extent permitted by law.
- e. Counterparts of MOU - This MOU may be executed and delivered in any number of counterparts, each of which, when executed and delivered shall be deemed an original and all of which together shall constitute the same agreement. Facsimile signatures will be permitted.
- f. Force Majeure - Either party shall be excused from performing its obligations under this MOU during the time and to the extent that it is prevented from performing by an unforeseeable cause beyond its control, including but not limited to; any incidence of fire, flood; acts of God; commandeering of material, products, plants or facilities by the federal,

state or local government; national fuel shortage; or a material act or omission by the other party; when satisfactory evidence of such cause is presented to the other party, and provided further that such nonperformance is unforeseeable, beyond the control and is not due to the fault or negligence of the party not performing.

g. Assignment - Neither this MOU, nor any of the parties rights, obligations, duties, or authority hereunder may be assigned in whole or in part by either party without the prior written consent of the other party in its sole, and absolute, discretion. Any such attempt of assignment shall be deemed void and of no force and effect. Consent to one assignment shall not be deemed consent to any subsequent assignment, nor the waiver of any right to consent to such subsequent assignment.

h. Obligations To Comply with Law- Nothing herein shall be deemed nor construed to authorize or require any Party to issue bonds, notes, or other evidences of indebtedness under the terms, in amounts, or for purposes other than as authorized by local, state or federal law.

i. Governing Law- The laws of the State of California and applicable local and federal laws, regulations and guidelines shall govern this Agreement.

In Witness Whereof, the Parties have executed this Memorandum of Understanding as of the date first written above.

**SAN BERNARDINO
ASSOCIATED GOVERNMENTS**

**SOUTHERN CALIFORNIA
REGIONAL RAIL AUTHORITY**

Deborah Robinson-Barmack
Executive Director

David Solow
Chief Executive Officer

Approved as to Form:
Jean-Rene Basle
SANBAG Counsel

Approved as to Form:
LLOYD W. PELLMAN
Los Angeles County Counsel

Deputy County Counsel

SANBAG C08162

ATTACHMENT A

Fiscal Year 2007/2008 PTMISEA Project

1. Project Description: The purchase of three (3) passenger rail cars under the ROTEM Contract Option 3 for use on the Metrolink San Bernardino Line.

2. Project Award: \$5,500,000

3. Project Drawdown Schedule:	May 2008	July 2009	July 2010
	\$1,375,000	\$2,750,000	\$1,375,000

4. Six-Month Project Status Report: Each Project Status Report shall contain a description of the activities and progress made on the implementation of the Project. The purpose of the report is to ensure that projects and activities funded from the PTMISEA bond proceeds are being executed in a timely fashion, that the project is within the scope and cost approved at the time of allocation, and is achieving the intended purpose.

5. Six-Month Project Status Report Schedule:

September 1, 2008	March 1, 2009	September 1, 2009	March 1, 2010
September 1, 2010	March 1, 2011	September 1, 2011	March 1, 2012

6. Annual Fiscal and Compliance Audits: Each annual fiscal and compliance audit shall include the verification of receipt and appropriate expenditure of the bond funds. The audit shall include the identification of any interest earned from the bond revenue received. The fiscal and compliance audit must be submitted 180 days after the end of the fiscal year. SANBAG may grant an extension of up to 90 days if deemed necessary.

7. Project Follow-up Report: Six months after the Project becomes fully operational or has entered into service a Follow-up Report is required. The report shall include the final Project cost compared to the original budget, the Project duration compared to the project schedule at the date of allocation, and the performance outcomes achieved as compared to the outcomes described in the original application.

8. Project Follow-up Report Schedule: July 1, 2012

C08162-mab
35208000

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 6

Date: March 20, 2008

Subject: Proposed Fiscal Year 2008/2009 Commuter Rail Program Tasks and Budgets

Recommendation:* Review and provide direction relative to the proposed Fiscal Year 2008/2009 Tasks and Budget for the Commuter Rail Program.

Background: Per the Board adopted schedule for the Fiscal Year 2008/2009 Budget, each policy committee is to receive a status/overview of the proposed budget tasks under their purview during the month of March. The proposed Commuter Rail Program Task and Budgets are attached for the Committee's review.

Each task includes a discussion of the task objective, previous accomplishments, description of the work to be performed, listing of work elements, identification of a product or products, identification of revenue sources to be used and the comparison of the proposed line-item budget with Fiscal Years 2006/2007 actual and 2007/2008 budget.

The Committee's review of the tasks is intended to gain input on the appropriateness of the type and scope of the work effort. The following tasks are presented for the Committee's review:

<u>Task Number</u>	<u>Description</u>	<u>Manager</u>
35209000	General Commuter Rail	Bair
37709000	Commuter Rail Operating Expenses	Bair
37809000	Speedway Rail Operating Expenses	Bair

Approved
Commuter Rail Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

37909000	Commuter Rail Capital Expenses	Bair
38009000	Redlands Rail Extension	Bair
38109000	Gold Line Phase II	Bair

While most of the proposed tasks represent a continuation of the agency's work within the Commuter Rail Program. It is worthy to note the following two areas of concern.

Task 37709000 – Commuter Rail Operating Expenses.

The preliminary Fiscal Year 2008/2009 Operating Budget (Train Operations and Maintenance of Way) from the Southern California Regional Rail Authority (SCRRA) is \$160.37 million, an increase of \$15.2 million or 10.5%. Total revenues, including an average fare increase of 3.5%, are currently forecast to \$84.94 million, an increase of 4.5%. The resulting net subsidy contribution from member agencies is estimated to total \$75.43 million, an increase of \$11.6 million, or 18.2%. Not included in the preliminary budget at this time are additional services requested on the San Bernardino and Antelope Valley Lines. More than half of the anticipated increase is related to the cost of diesel fuel and an increase in equipment maintenance (\$8.782 million of the increase). At this point in time, SANBAG's subsidy would increase by \$1.3 million to \$8.106.3 million.

While SCRRA staff is attempting to identify some additional cost savings, the SCRRA Board and its member agencies will be facing some difficult decisions, including but not limited to: increasing each member agency's subsidy; increasing the fares more than the Board authorized average of 3.5% (perhaps as high as 7.5%); consideration of possible service reductions; the use of prior year surplus subsidies from member agencies; or some combination of the above. Complicating matters even more is LA Metro's attempt to increase the amount Metrolink pays them for passengers transferring to their bus and rail services (could add \$1.5 million in costs).

At this time it is not clear that LA Metro will be supportive of any additional weekday off-peak service on either the Antelope Valley or San Bernardino Lines. The SCRRA staff has identified the additional cost for the two additional round trips requested on the San Bernardino Line with the assumption that LA Metro would share in the cost of one round trip. The additional cost to SANBAG would be in the order of \$580,000. This additional cost is not currently included in the Task Budget. Under a separate Agenda Item, staff is recommending the use of

Fiscal Year 2006/2007 operating subsidy surplus to pay for the additional two off-peak round trips.

Task 37809000 – Speedway Rail Operating Expenses.

The continuing decline in ridership and revenue for the Speedway charter trains, if not reversed significantly, will result, for the first time, in the use of more than half of the \$150,000 in LTF that was contained in the original agreement with the Speedway to be used to offset the charter trains' operating expenses. Unless the declining trend is reverse during the year, staff is unsure about the sustainability of providing this service. Staff will be meeting with the Speedway to once again revisit the second amendment to the agreement which the Speedway rejected three years ago. Under the terms of that amendment, the Speedway would continue its function of charter train ticket fulfillment and includes an incentive to the Speedway by providing for the retention of any charter train ticket revenue in excess of the actual operating and marketing expenses.

It is important to note that Fiscal Year 2008/2009 will be the first year in some time where the Valley Measure I Commuter Rail revenues will not be needed to repay the Major Projects Fund for revenue advanced earlier in the existing Measure I Program. In addition, Fiscal Year 2008/2009 will be the first year in which the Commuter Rail Program will receive its first payment of Valley Arterial revenue for the repayment of expenditures for grade crossing improvements. In total \$12.9 million in Measure I revenue is expected during the year. The proposed Commuter Rail Program Budget does not anticipate the use of these funds, but they will remain available for subsequent year expenditures.

Financial Impact: The proposed Fiscal Year 2008/2009 Commuter Rail Program Tasks Budget is \$11,438,312, representing a 64% reduction from the prior year. Major differences between this year's and last year's program budget include reductions in the General Commuter Rail, Commuter Rail Capital Expenses, Redlands Rail Extension and Gold Line Phase II tasks. The majority of the proposed Commuter Rail Program tasks will be funded with either Local Transportation Funds (LTF) allocated for planning activities or LTF from the Valley Apportionment for commuter rail operating and capital expenses. The final budget amounts to be included in the Fiscal Year 2008/2009 Budget will be subject to the Commuter Rail Committee input and that of the full Board.

Reviewed By: This item will be reviewed by the Commuter Rail Committee on March 20, 2008.

Responsible Staff: Michael Bair, Director of Transit and Rail Programs
CRC0803c-mab
35208000

TASK: 35209000 GENERAL COMMUTER RAIL

OBJECTIVE: Working with four other county transportation agencies that formed the Southern California Regional Rail Authority (SCRRA), the operator of the Metrolink commuter rail system, and our commuter rail professional services consultant, ensure that the commuter rail program is efficient and effective. Represent the San Bernardino County commuter rail interest at the national level.

ACCOMPLISHMENTS: During Fiscal Year 2006/2007, the Metrolink San Bernardino Line transported 3.4 million annual passengers, representing an 8.5% decrease over the prior year. Operating expenses, which are shared by SANBAG and the Los Angeles County Metropolitan Transportation Authority (LACMTA) totaled \$30.4 million. Revenues used to offset cost, including passenger fares and railroad fees, totaled \$21.9 million and resulted in a revenue recovery rate of 72.4%. The average subsidy per passenger mile on this line equaled \$0.08. During Fiscal Year 2006/2007, SANBAG funded four additional trains (2 round trips) on the San Bernardino Line on Saturdays and Sundays.

The Metrolink Riverside Line carried nearly 1.3 million annual passengers, an increase of 0.4% over the last year. Operating expenses, which are shared by SANBAG, LACMTA and the Riverside County Transportation Commission (RCTC), totaled \$12.7 million. Revenues used to offset cost totaled \$7.3 million and resulted in a revenue recovery rate of 57.5%. The average subsidy per passenger mile on this line equaled \$0.13.

The Metrolink Inland Empire/Orange County (IEOC) Line, the first suburb-to-suburb commuter rail line in the nation, carried nearly 1.3 million annual passengers, representing an increase of 4.1% over the prior year. Operating expenses, which are shared by SANBAG, RCTC and the Orange County Transportation Authority (OCTA), totaled \$13.6 million. Revenues used to offset costs totaled \$8.3 million and resulted in a revenue recovery rate of 60.8%. The average subsidy per passenger mile on this line equaled \$0.15. During Fiscal Year 2006/2007, SANBAG agree to financially participate providing four trains (two round trips) on the IEOC line during Saturdays and Sundays.

During FY 2006/2007, SANBAG completed a SRTP for Fiscal Years 2007/2008 through 2011/2012. The SRTP provides a description and justification for service and capital improvements for which Federal, State and local funds will be sought.

Also during Fiscal Year 2006/2007, negotiations with the host railroads were initiated to address issues related to increasing passenger rail service in exchange for public investment in capital improvements, including the Colton Crossing.

DESCRIPTION: This ongoing project includes participation in the SCRRA Technical Advisory Committee (TAC) meetings and attendance at SCRRA Board and policy committee meetings to ensure adequate representation by San Bernardino County. Also included is attendance at the American Public Transportation Association (APTA) Annual Rail Conference by Board members and staff. The task also includes staffing of the

SANBAG Commuter Rail Committee and all railroad property-related activities performed by the SANBAG staff, including the development of the Inland Empire Pacific Electric Trail along the former Southern Pacific Baldwin Park Branch. Professional services include three contracts involving general passenger rail issues, property management services and legal assistance. Negotiations with host railroads will continue during Fiscal Year 2008/2009 in an attempt to increase passenger train service in exchange for a reasonable public investment in capital improvements. During Fiscal Year 2008/2009 SANBAG will prepare a new Passenger Rail Short Range Transit Plan (SRTP) covering Fiscal Years 2009/2010 through 2013/2014. The Passenger Rail SRTP provides the necessary justification for SANBAG approval of Federal, State and local funds for Metrolink operations and capital improvements.

WORK ELEMENTS:

1. Represent the interest of the County on the SCRRA TAC and advise SANBAG representatives on the SCRRA Board.
2. Attend SCRRA Board and policy committee meetings throughout Fiscal Year 2008/2009 and APTA Annual Rail Conference in the Spring of 2009.
3. Provide staff support to the SANBAG Commuter Rail Committee.
4. Monitor and provide support for property management functions handled by LACMTA Real Estate and San Bernardino County Real Estate.
5. Coordinate with professional services contractor on commuter rail issues.
6. Seek agreement from the affected SCRRA member agencies to implement the recommendation of the Fiscal Year 2007/2008 through 2011/2012 Commuter Rail SRTP and prepare any SRTP amendments covering Fiscal Years 2008/2009 that may be required due to changing circumstances.
7. Develop the Fiscal Year 2009/2010 to 2013/2014 Passenger Rail SRTP.
8. Participate in negotiations with host railroads for the operations of additional passenger trains.

PRODUCT: Prepare memoranda relating on the Commuter Rail Program for SANBAG Commuter Rail Committee and Board.

FUNDING

SOURCES: \$643,783 Local Transportation Fund - Planning

\$643,783 TOTAL NEW BUDGET

\$ 0 Total Anticipated Encumbrances on 06/30/08

**\$ 0 Unbudgeted Obligations in Contracts Approved Prior to
FY 2008/2009**

MANAGER: Michael Bair

TASK NO. 35209000 General Commuter Rail
MANAGER: Michael Bair

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Allocation of Encumbrances	\$0	\$0	\$0
Line Item			
Salaries	77,849	84,298	88,751
Extra Help	70	0	0
Fringe Allocation	65,797	59,658	51,351
Indirect Allocation	119,422	129,229	121,581
Commissioners Fees	3,100	5,600	6,500
Meeting Expense	533	1,500	1,500
Mileage Reimb/Nonemployee	265	600	600
Mileage Reimb/SANBAG Only	662	1,850	1,850
Office Expense	66	0	0
Postage	224	350	250
Printing – Internal Only	2,012	2,000	2,000
Professional Services	140,206	904,337	350,000
Subscriptions	937	800	750
Training/Membership	1,575	3,500	3,750
Travel – Air/Nonemployee	657	1,400	1,500
Travel – Air	617	1,700	2,400
Travel – Other/Nonemployee	1,938	4,500	4,500
Travel – Other	2,603	6,500	6,500
Total New Budget	\$0	\$0	\$643,783
Total Actual/Planned Budget	\$418,533	\$1,207,822	\$643,783

TASK: 37709000 COMMUTER RAIL OPERATING EXPENSES

OBJECTIVE: To assist in reducing congestion, air pollution and energy consumption by providing reliable and safe commuter rail service between San Bernardino County and Los Angeles, Orange and Riverside Counties.

ACCOMPLISHMENTS: Annual operating subsidy has been approved since Fiscal Year 1992/1993. To the extent possible, service levels have been increased to meet the growing demand. With the current limitations contained in the operating agreements with the Burlington Northern Santa Fe and the Union Pacific, no additional weekday service can be added to the IEOC or Riverside lines. And with the limitation on equipment availability, it will be difficult to add weekday service until the new locomotives and cars are delivered in another year. Because of these limitations, only enhancements to weekend service were considered in Fiscal Year 2006/2007. Two additional round trips on Saturdays and Sundays were added to the San Bernardino line and two round trips were initiated on Saturdays and Sundays on the IEOC line.

DESCRIPTION: Provide operating subsidy for Southern California Regional Rail Authority's (SCRRA) Metrolink service in San Bernardino County, and payments for railroad right-of-way maintenance. Levels of commuter rail service proposed for Fiscal Year 2008/2009 include: 1) for the San Bernardino/Los Angeles Line, an increase of two off-peak round trips for a total of nineteen during the weekdays; ten round trips on Saturday, and an increase from six to seven round trips on Sunday; 2) for the Riverside/Ontario/Los Angeles Line, six round trips during the weekday; and 3) for the Inland Empire/Orange County (IEOC), four rounds trips during the weekdays and two round trips for a total of four on both Saturdays and Sundays. SANBAG and LACMTA will also fund six round trips during Thanksgiving Day and four round trips during New Year's Day on the San Bernardino/Los Angeles Line. The additional expenses of using leased equipment and perhaps leasing additional equipment, the delivery of new locomotives this year coupled with significant increases in fuel cost; the increased weekday service on the San Bernardino Line; and the agreement with the City of Montclair for a two-year compensation of maintenance for a pedestrian undercrossing and the provision of security are the primary reason for the increase in this task budget over Fiscal Year 2007/2008. This task also includes the reimbursement of other agencies' expenses for maintenance of railroad right-of-way owned by SANBAG, but not maintained by SCRRA. It also includes funding for the San Bernardino and IEOC Lines weekend marketing efforts sponsored by SANBAG. As noted above the current levels of service on the Riverside and IEOC lines are at the limits provided for under the agreements with the host railroads. Fiscal Year 2008/2009 will see continued efforts to negotiate higher levels of passenger train service in exchange for reasonable public investment in capacity improvements, requiring the use of professional services including legal counsel.

WORK ELEMENTS:

1. Obtain Board approval for filing Local Transportation Fund (LTF) claim for passenger rail operating assistance.

2. Process quarterly disbursements to SCRRA.
3. Monitor maintenance of railroad right-of-way, including determining work location, schedule, field verification of work performed and processing payments.
4. Participate in negotiations with host railroads for increased passenger train service.

PRODUCT: Provision of high-quality commuter rail passenger service and well maintained railroad rights of way owned by SANBAG.

FUNDING

SOURCES: \$8,605,600 Local Transportation Fund - Rail

\$8,605,600 TOTAL NEW BUDGET

\$	0	Total Anticipated Encumbrances on 06/30/08
\$	0	Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009

MANAGER: Michael Bair

TASK NO. 37709000 Commuter Rail Operating Expense
MANAGER: Michael Bair

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Allocation of Encumbrances	\$0	\$0	\$0
Line Item			
Contributions/Other Agencies	6,893,006	8,200,000	8,305,000
Mileage Reimb/SANBAG Only	4	0	0
Postage	2	0	50
Printing – Internal Only	60	0	50
Printing – Miscellaneous	48,786	150,000	150,000
Professional Services	91,864	386,817	150,000
Utilities	207	500	500
Total New Budget	\$0	\$0	\$8,605,600
Total Actual/Planned Budget	\$7,033,929	\$8,737,317	\$8,605,600

TASK: 37809000 SPEEDWAY RAIL OPERATING EXPENSES

OBJECTIVE: To provide special Metrolink train service from San Diego, Orange, Los Angeles and Ventura Counties to the two major NASCAR race events at the California Speedway, thus reducing congestion, energy consumption and improving air quality.

ACCOMPLISHMENTS: The SANBAG Board approved a cooperative agreement with the California Speedway that included a commitment of \$150,000 for marketing and operational support for special Metrolink trains that would operate to the Speedway during major race events. In addition the agreement called for a contribution of \$350,000 toward the construction of station platforms that were completed in early June, 1997. During Fiscal Year 2002/2003 SANBAG and the Speedway entered into an agreement that allows the California Speedway to market and sell charter train tickets thus making it more convenient for the special train passengers. During Fiscal Year 2003/2004, SCRRA completed constructing a second track through the Speedway station and extended one of the four passenger platforms. Those improvements have benefited the operation of the charter trains. In response to a request from the Speedway to guarantee that the charter trains would not leave the station until the race was concluded, SANBAG worked with Metrolink to insure the request was met for the February race, but can only provide three trains. During the September race up to eight trains have been provided.

DESCRIPTION: This task includes offsetting any operational costs not covered by the sale of tickets and/or sponsorships for two major NASCAR race events; one in the fall of 2008 and one in the spring of 2009. A total of up to eight charter trains from Oxnard, Lancaster, Fullerton and Oceanside may be operated during the September NASCAR Sunday events. Three trains will be operated from Oxnard, Lancaster and Oceanside during the February NASCAR Sunday events. Regularly scheduled Metrolink service will stop at the Speedway during the Friday and Saturdays events leading up to the Sunday major events. Based on the prior years' trend in ridership and revenue, the Fiscal Year 2008/2009 budget will require a significant draw from the \$150,000 in LTF held for operational support.

WORK ELEMENTS:

1. Coordinate ticket fulfillment with the California Speedway.
2. Coordinate special train planning, operations and marketing activities with the California Speedway and Metrolink.

PRODUCT: The provision of special Metrolink train service to the major race events at the California Speedway.

FUNDING

SOURCES:	\$ 80,500	Local Transportation Fund - Speedway
	<u>\$100,000</u>	<u>Speedway Ticket Sales Revenue</u>

\$180,500 **TOTAL NEW BUDGET**

\$ 0 Total Anticipated Encumbrances on 06/30/08

**\$ 0 Unbudgeted Obligations in Contracts Approved Prior to
FY 2008/2009**

MANAGER: Michael Bair

TASK NO. 37809000 Speedway Rail Operating Expenses
MANAGER: Michael Bair

BUDGT COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Allocation of Encumbrances	\$0	\$0	\$0
Line Item			
Contributions/Other Agencies	126,966	180,000	180,000
Meeting Expense	38	600	200
Mileage Reimb/SANBAG Only	237	250	250
Office Expense	275	0	0
Printing – Internal Only	39	50	50
Printing – Miscellaneous	241	0	0
Professional Services	1,702	0	0
Total New Budget	\$0	\$0	\$180,500
Total Actual/Planned Budget	\$129,498	\$180,900	\$180,500

TASK: 37909000 COMMUTER RAIL CAPITAL EXPENSES

OBJECTIVE: To fund capital improvements that will result in maintaining high quality commuter rail service and safe freight operations.

ACCOMPLISHMENTS: Since the inception of the SANBAG commuter rail program a substantial investment has been made for the acquisition of railroad rights of way and commuter rail equipment as well as the construction of stations, track and signal improvements necessary to operate safe and reliable service. With the initial infrastructure now in place, funding is now directed at maintaining that investment as well as seeking additional funding to support the expansion of parking at stations, additional track and signal improvements particularly on the San Bernardino line that will provide for an increase in train service, additional locomotives and passenger cars, and expanded maintenance facilities. During Fiscal Year 2005/2006 the year SCRRA awarded a contract for the delivery of expansion passenger rail cars and rebuilt locomotives. The new locomotives will be delivered during 2008 and the passenger cars will begin delivery in 2009. During Fiscal Year 2006/2007 additional funding has been identified to construct pedestrian under crossings at the Montclair and Rancho Cucamonga stations, extend platforms at the East Ontario station, construct a parking structure at the San Bernardino Station and plan for the expansion of parking at the Rialto station. Fiscal Year 2007/2008 will see the completion of the East Ontario and Montclair station projects. SCRRA has also initiated the phased design of a new equipment maintenance facility known as the Eastern Area Maintenance Facility (EAMF) and awarded a contract for the first phase in Fiscal Year 2007/2008.

DESCRIPTION: Southern California Regional Rail Authority (SCRRA) has now reached a point where the financing required for new capital projects is becoming increasingly difficult to obtain and new sources of funding are being sought. SANBAG will continue to seek agreement with LA Metro for funding to construct additional capacity improvements on the San Bernardino line. The capital expense task consists of three primary programs. The first program is the provision of funding for the SCRRA annual rehabilitation and renovation program (capital maintenance). This \$5.2 million program is comprised of funding for road crossing surface program; rail grinding program; signals and communication program; maintenance vehicle replacement; rolling stock rehabilitation and renovation and seat replacement; the construction of a new maintenance of way facility. The second program is the establishment of a rolling stock replacement fund. Under this program SANBAG will contribute \$315,600 each year to build a fund that would provide 20% of the cost to replace the rolling stock. The third program involves new capital projects. This program includes system-wide, line and station specific projects; including funding for the design and construction of the Upland station parking expansion project, sealed corridor improvements on the San Gabriel Subdivision. The majority of funding for the above projects will be comprised of Federal and State funds including \$4.17 million in FTA rail modernization funds (\$5309), \$2.14 million in Congestion Mitigation and Air Quality (CMAQ) funds, \$1.11 million State Transit Assistance Funds and \$0.74 million in Local Transportation Funds.. The Federal funds will be applied for by SCRRA and the City of Upland and will not flow through the SANBAG Budget. SANBAG will

contribute nearly \$5.2 million as local match for the new Federal funds. In addition, more than \$10,914,403 million in local funds for capital projects approved in previous year budgets are expected to advance toward completion.

WORK ELEMENTS:

1. Monitor progress of local and SCRRRA capital maintenance and new capital projects.
2. Review and coordinate parking expansion plans for the Rialto Station and San Bernardino.
3. Process quarterly disbursements of local capital funds to SCRRRA.

PRODUCT: Capital maintenance and new capital projects will insure quality operations of commuter trains as well as the safe operation of freight trains. The construction of station platform extensions will provide for the addition of passenger cars to existing train sets to accommodate growth in ridership.

FUNDING

SOURCES:	\$ 739,600	Local Transportation Fund – Rail
	<u>\$ 1,118,600</u>	<u>State Transit Assistance Funds</u>
	<u>\$ 1,858,200</u>	<u>TOTAL NEW BUDGET</u>
	\$10,914,403	Total Anticipated Encumbrances as of 06/30/08
	\$ 0	Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009

MANAGER: Michael Bair

TASK NO. 37909000 Commuter Rail Capital Expenses
MANAGER: Michael Bair

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Allocation of Encumbrances	\$0	\$0	\$10,904,403
Contributions/Other Agencies			10,904,403
Line Item			
Contributions/Other Agencies	3,496,307	18,710,853	1,858,200
Professional Services	0	1,570,000	0
Total New Budget	\$0	\$0	\$1,858,200
Total Actual/Planned Budget	\$3,496,307	\$20,280,853	\$12,762,603

TASK: 38009000 REDLANDS RAIL EXTENSION

OBJECTIVE: Using information from the initial feasibility study of extending passenger rail service between San Bernardino and Redlands and the station area plan, complete the necessary additional work, including the adoption of a Locally Preferred Alternative (LPA) in order to qualify for Federal Transit Administration Small Starts funding.

ACCOMPLISHMENTS: Previous work has included the acquisition of the Redlands Subdivision in 1993 at a cost of \$9.2 million. A preliminary operating plan was developed during Fiscal Year 1998. The current SCAG RTP recommends this corridor in the list of major transit investments. A feasibility study was completed in Fiscal Year 2003/2004 and concluded that an extension of all-day passenger rail service is feasible. Funding for this project was included in the Measure I sales tax extension approved by the voters in November 2004. During Fiscal Year 2006/2007 SANBAG completed a planning effort with the cities of San Bernardino, Loma Linda and Redlands to confirm station locations and the development of station area plans for transit-supportive land uses in the vicinities of those locations. In January 2008, the Board awarded a contract to prepare the San Bernardino to Redlands Corridor Regionally Significant Transportation Investment Study (RSTIS) and Environmental Assessment (EA).

DESCRIPTION: The next step for this project is to meet the requirements of the Federal Transit Administration (FTA) to qualify for the new Federal Small Starts funding. Much of the work conducted during the feasibility study and the development of the station area plans will be used during the preparation of the RSTIS and EA. The completion of the RSTIS and EA is expected by February 2009. The submittal of an application for Small Starts funding from the FTA will follow the adoption of the LPA.

WORK ELEMENTS:

1. Manage contract for the alternatives analysis (RSTIS) work and environmental clearance (EA).
2. Coordinate all planning efforts with the affected cities, SCRRA, SCAG, Federal, State and local regulatory and resource agencies and the FTA.
3. Continue to work with SCRRA on the identification of capital and operating cost for the rail service alternative.

PRODUCT: The completion of the alternatives analysis work (RSTIS) will lead to the formal selection of a locally preferred alternative (LPA). The LPA must be approved by the corridor cities as well as the SANBAG board and SCAG. This work will also produce a preliminary environmental document and an application for Small Starts funding from the FTA.

FUNDING

SOURCES: \$ 99,772 Local Transportation Fund - Planning

\$ 99,772

TOTAL NEW BUDGET

\$ 600,000

Total Anticipated Encumbrances as of 06/30/08

\$ 0

**Unbudgeted Obligations in Contracts Approved Prior to
FY 2008/2009**

MANAGER: Michael Bair

TASK NO. 38009000 Redlands Rail Extension
MANAGER: Michael Bair

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Allocation of Encumbrances	\$0	\$0	\$600,000
Consulting Fess			600,000
Line Item			
Salaries	8,351	15,377	32,982
Fringe Allocation	7,058	10,882	19,083
Indirect Allocation	12,818	23,573	45,182
Consulting Fees	170,201	1,000,000	0
Meeting Expense	235	250	250
Mileage Reimb/SANBAG Only	59	150	200
Postage	182	100	100
Printing – Internal Only	45	75	75
Professional Services	68	500	500
Travel – Air	0	600	1,200
Travel – Other	6	200	200
Total New Budget	\$0	\$0	\$99,772
Total Actual/Planned Budget	\$199,023	\$1,051,707	\$699,772

TASK: 38109000 GOLD LINE PHASE II

OBJECTIVE: To insure that the Metro Gold Line Phase II project is extended from its current terminus in Pasadena to the Montclair Transcenter and consider preliminary alternatives to extend further east to the Los Angeles/Ontario International Airport.

ACCOMPLISHMENTS: The Gold Line Phase II project is the extension of the recently opened Los Angeles County Metropolitan Transit Authority (LACMTA) Metro Gold Line light rail system from its existing terminus in the City of Pasadena to the City of Montclair. During Fiscal Year 2003/2004, the SANBAG Board approved a Memorandum of Understanding (MOU) with the Los Angeles to Pasadena Metro Blue Line Construction Authority to include an extension of the proposed Gold Line from its previous eastern terminus, Claremont, to the Montclair Transcenter in the preparation of the draft Environment Impact Statement/Environmental Impact Report (EIS/EIR) to be submitted to the Federal Transit Administration (FTA). In addition, the Board approved an amendment to the Gold Line Phase II Joint Powers Authority (JPA) allowing SANBAG to participate along with the eastern San Gabriel Valley corridor cities in the planning and design of the light rail extension project. The Gold Line Phase II JPA is comprised of eleven cities and SANBAG. The JPA is actively involved in advancing this 2-phased project through the FTA New Starts Program with the intent of opening the first segment (Pasadena to Azusa) in 2009 and the second segment (Azusa to Montclair) in 2014. During Fiscal Year 2004/2005 the SANBAG Board approved an amendment to the Construction Authority MOU to include additional funding for final environmental and preliminary design work. In addition, the alignment for the extension into the Montclair Transcenter has been agreed upon. During Fiscal Year 2005/2006 the Construction Authority submitted the Final Environmental Impact Statement/Environmental Impact Report to the FTA for approval. Prior to authorizing the Construction Authority to proceed with preliminary engineering, FTA has requested additional information regarding inclusion of the project in the LACMTA Long Range Transit Plan. During Fiscal Year 2006/2007 the feasibility of extending the Metro Gold Line from Montclair to the L.A./Ontario International Airport (and possibly points further east) was raised and the Board approved an amendment to the JPA to include the City of Ontario. Funding for a preliminary analysis of alternative alignments to extend Gold Line to the airport was included in the Fiscal Year 2007/2008 and a consulting firm has been retained by the Construction Authority. An advisory committee comprised of representatives from the California Transportation Commission, Cities of Chino, Fontana, Los Angeles, Montclair, Ontario, Rancho Cucamonga, Upland, Ontario International Airport, LACMTA, Los Angeles World Airways, SANBAG, SCAG, SCRRA and the Board of Supervisors from Riverside and San Bernardino Counties has been formed to consider this extension

DESCRIPTION: The work effort for this task includes staff participation on the Gold Line Phase II JPA Technical Advisory Committee (TAC) and attendance at the JPA Board meetings; attending the L.A./Ontario international Airport technical and policy committee meetings.

WORK ELEMENTS:

1. Attend and participate in the Gold Line Phase II JPA TAC and Board meetings.
2. Monitor the Construction Authority's response to the FTA request for inclusion of the project in LACMTA's Long Range Transit Plan.
3. Provide comments on preliminary alternatives for extending the Gold Line to the L.A./Ontario International Airport.
4. Participate on the Metro Gold Line Extension to the Ontario International Airport (OIA) technical and policy committees.

PRODUCT: Memorandum to the SANBAG Board regarding the progress of the Gold Line Phase II project and the OIA extension advisory committee.

FUNDING

SOURCES: \$ 50,457 Local Transportation Fund – Planning

\$ 50,457 TOTAL NEW BUDGET

\$ 60,000 Total Anticipated Encumbrances as of 06/30/08
\$ 0 Unbudgeted Obligations in Contracts Approved Prior to
FY 2008/2009

MANAGER: Michael Bair

TASK NO. 38109000 Gold Line Phase II
MANAGER: Michael Bair

BUDGET COMPARISON
2008/2009 Proposed Budget

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Allocations of Encumbrances	\$0	\$0	\$60,000
Contributions/Other Agencies			60,000
Line Item			
Salaries	3,427	11,734	16,782
Fringe Allocation	2,896	8,304	9,710
Indirect Allocation	5,260	17,988	22,990
Contributions/Other Agencies	295,464	281,672	0
Mileage Reimb/SANBAG Only	41	750	500
Postage	0	50	50
Printing – Internal Only	10	75	75
Professional Services	68	0	200
Travel – Other	28	100	150
Total New Budget	\$0	\$0	\$50,457
Total Actual/Planned Budget	\$307,194	\$320,673	\$110,457

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 7

Date: March 20, 2008

Subject: Report on the NASCAR Auto Club 500 Chartered Train Service

Recommendation:* Receive Report

Background: In December 1996, the Board of Directors approved a Cooperative Agreement with the California Speedway to provide chartered train service to the Speedway for the larger NASCAR events. The service provided on February 24th began the eleventh year of service. We have provided service to 23 races and transported 181,656 passenger trips.

On Sunday, February 24, 2008, SANBAG provided chartered train service to the NASCAR Auto Club 500 at the Auto Club Speedway. Regular Metrolink service on Monday must be "protected" so there is a limited number of crews available to provide chartered service. For this race three (3) trains were provided as follows: and eight (8) car train that originated from Oxnard making all stops on the Ventura Line and all stops on the San Bernardino Line from El Monte to the speedway; a six (6) car train on the Antelope Valley Line with a stop at Los Angeles Union Station; and a six (6) car train on the Inland Empire/Orange County Line (IEOC). The IEOC was originally slated for a ten (10) car train, however due to low ticket sales we were able to reduce the car count and save money.

The trains arrived at the speedway, in the rain, between 9:00 a.m. and 10:25 a.m. for a race that was to begin at 1:00 p.m. The speedway worked diligently to get

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Approved
Commuter Rail Committee

Date: _____

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In Favor:

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the track dry and at approximately 3:30 p.m. the race began. Unfortunately, a major crash on the track caused the race to be stopped for approximately an hour and a half. Passengers were cold and tired and felt the race would be called and began to arrive at the trains for their return trip.

NASCAR did start the race again and some passengers returned to the track. However, it began to rain again and the passengers returned wanting to go home. NASCAR was reporting that they were trying to complete the race so we announced to the passengers that we would leave one hour after the race was over (our agreement with Speedway) or one hour after the race was called. NASCAR kept extending the restart and at 9:00 p.m. Metrolink Mechanical indicated that some of the equipment had to get back to their base stations so they would be serviced for Monday's regular service.

Metrolink Operations & Mechanical developed a schedule for train departures that ensured the trains would be back in time to be serviced (10:30 p.m. & 11:30 p.m.) Working with the Speedway announcements were made on all the trackside message boards and well as through their Public Address system. Announcement were also made on board the trains. At 10:30 p.m. the first train departed NASCAR called the race at 11:00 p.m. At 11:30 p.m. the other two (2) trains departed. SANBAG was informed the following day that seven (7) passengers missed the train.

For the record when we informed the passengers that were on the trains that we would not leave until one hour after the race was over or the race was called. The passengers responded "We are being held hostage!" SANBAG worked with Metrolink to get crews that did not have to work on the following Monday so we could ensure that the trains would not leave before the race was over. We have never had an issue with equipment deadlines.

In preparation for this race and the rain SANBAG sought and received approval for a "Rainy Day" schedule. This schedule would allow Speedway Charter Train Ticket holders to use regular service to get to the speedway should the race be held on Monday. A pre-made flyer was passed out to passengers on their way home that evening. Carl Schiermeyer went to Los Angeles Union Station on Monday to assist those passengers who took up our offer. Carl reported that approximately 50 passengers used the service on Monday.

The charter train tickets are sold by the Auto Club Speedway in advance of the event, as provided in the 1st Amendment to the Cooperative Agreement. The final train ticket sales report from the speedway reported that 2,233 tickets were sold.

A 20% decrease or 567 less than sold for the February 2007 race. The estimated ticket revenue less the speedway's 20% of ticket sales is \$44,660 while the estimated cost of the service is \$64,337. The cost of the service could greatly increase based on the train crews working a double shift and the overtime of the platform staff. The estimated \$19,677 of cost over revenue will come from ticket sales fund balance.

For logistic purposes no regular Sunday service trains stopped at the Speedway. However, certain Friday and Saturday regular service trains did stop at the Speedway no passenger counts were taken.

- Financial Impact:** This item is consistent with the FY 2007/2008 budget under Task 37808000 Speedway Rail Operating Expense.
- Reviewed By:** This item is scheduled for review by the Commuter Rail Committee on March 20, 2008.
- Responsible Staff:** Victoria Baker, Senior Transit Analyst

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 8

Date: March 20, 2008

Subject: Southern California Regional Rail Authority (SCRRA) Fiscal Year 2006/2007 Year-End Reconciliation

Recommendation: 1. Authorize staff to request the return of \$1,887,610 in Fiscal Year 2006/2007 surplus funds from SCRRA.

2. From the returned surplus funds:

A. Increase the proposed Fiscal Year 2008/2009 Budget Task 37709000 – Commuter Rail Operating Expenses by \$580,000 for the provision of two additional weekday off-peak round trip trains on the San Bernardino Line; and

B. Hold as a reserve \$675,000 as the Agency's contribution toward the SCRRA purchase and installation of an automatic passenger counting system; and

C. Apply the remaining balance of \$662,610 as an offset to the amount of Valley LTF allocated for commuter rail operating expenses during Fiscal Year 2008/2009.

Background: At the conclusion of the annual fiscal audit SCRRA determines the amount of operating and capital it received from its member agencies in excess of what was

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Commuter Rail Committee

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needed. The surplus amounts are to be returned to the member agencies which will then make a determination as to their disposition.

Included in the Board approved Passenger Rail Short Range Transit Plan, Fiscal Year 2008-2012 was the implementation of one additional off-peak weekday round trip train on the San Bernardino Line during Fiscal Years 2007/2008 and 2008/2009. The additional round trip proposed for Fiscal Year 2007/2008 was not funded in the SCRRA Budget. The LA Metro and SANBAG staffs have a tentative agreement to share the cost of one crew who would operate one weekday off-peak round trip on the Antelope Valley Line and one weekday off-peak round trip on the San Bernardino Line. The additional crew cost associated with the second round trip on the San Bernardino Line would be borne by SANBAG (similar to the situation that occurred two years ago when additional weekend service was added to the San Bernardino Line).

The possibility of acquiring and installing an automatic passenger counting system for the Metrolink system has been under discussion by the Metrolink Technical Advisory Committee for the past year. The current methodology used for counting passengers is cumbersome and not consider that accurate, causing problems when attempting to reconcile passenger revenue with passenger counts. Both SANBAG and the Riverside County Transportation Commission (RCTC) have been supportive of a capital project that would install automatic passenger counters in all of the Metrolink passenger cars. An estimated cost of \$4.5 million has been included in the preliminary SCRRA capital budget for Fiscal Year 2008/2009, but as of yet no funding has been identified.

For the Fiscal Year ending June 30, 2007, the SCRRA has determined that SANBAG has a surplus of \$1,875,000 in operating funds and \$12,600 in capital funds, for a total of \$1,887,610. Staff is recommending that the Board authorize the use of \$580,000 from the surplus funds to increase the operating subsidy to SCRRA during Fiscal Year 2008/2009 (Task 37909000) in order to fund two additional weekday off-peak round trip trains on the San Bernardino Line; reserve \$675,000 as the Agency's contribution toward the SCRRA purchase and installation of an automatic passenger counting system, estimated to cost \$4.5 million and not currently funded in the proposed SCRRA Fiscal Year 2008/2009 capital budget; and use the remaining balance of \$662,610 to reduce the amount of Valley LTF claimed for Fiscal Year 2008/2009 commuter rail operating expenses.

Financial Impact: With the Board's approval of this item, staff will increase the Fiscal Year 2008/2009 Task Budget 37909000 by \$580,000 for a new total of \$9,185,600; establish a reserve of \$675,000 for a future allocation to SCRRA for the purchase and installation of an automatic passenger counting system; and reduce the amount of Valley LTF claimed of commuter rail operating assistance by the remaining balance of \$662,610 (instead of claiming \$9,185,600 as referenced above, the actual amount would be \$8,522,990).

Reviewed By: This item will be reviewed by the Commuter Rail Committee on March 20, 2008.

Responsible Staff: Michael Bair, Director of Transit and Rail Programs

SANBAG Acronym List

1 of 2

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CAC	Call Answering Center
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CSAC	California State Association of Counties
CTA	California Transit Association
CTAA	Community Transportation Association of America
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DMO	Data Management Office
DOT	Department of Transportation
E&H	Elderly and Handicapped
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	United States Environmental Protection Agency
ETC	Employee Transportation Coordinator
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICMA	International City/County Management Association
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds
MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MIS	Major Investment Study
MOU	Memorandum of Understanding

SANBAG Acronym List

2 of 2

MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
MTP	Metropolitan Transportation Plan
NAT	Needles Area Transit
OA	Obligation Authority
OCTA	Orange County Transportation Authority
OWP	Overall Work Program
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PPM	Planning, Programming and Monitoring Funds
PSR	Project Study Report
PTA	Public Transportation Account
PVEA	Petroleum Violation Escrow Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
ROD	Record of Decision
RTAC	Regional Transportation Agencies' Coalition
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SANBAG	San Bernardino Associated Governments
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SED	Socioeconomic Data
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
S RTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 st Century
TIA	Traffic Impact Analysis
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TOC	Traffic Operations Center
TOPRS	Transit Operator Performance Reporting System
TSM	Transportation Systems Management
USFWS	United States Fish and Wildlife Service
UZAs	Urbanized Areas
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

San Bernardino Associated Governments



MISSION STATEMENT

To enhance the quality of life for all residents, San Bernardino Associated Governments (SANBAG) will:

- Improve cooperative regional planning
- Develop an accessible, efficient, multi-modal transportation system
- Strengthen economic development efforts
- Exert leadership in creative problem solving

To successfully accomplish this mission, SANBAG will foster enhanced relationships among all of its stakeholders while adding to the value of local governments.

Approved June 2, 1993
Reaffirmed March 6, 1996